

The meeting was called to order at 2:06 p.m. in Room 323 in the Legislative Building.

Senator Blakemore in the Chair.

PRESENT: Senator Richard E. Blakemore, Chairman
Senator Wilbur Faiss, Vice-Chairman
Senator Keith Ashworth
Senator William Hernstadt
Senator Lawrence Jacobsen
Senator Clifford McCorkle
Senator Joe Neal

OTHERS

PRESENT: Heber Hardy, Public Service Commission
Daryl E. Capurro, Nevada Motor Transport Association
Romolo A. Bevilacqua, House Movers
Dario E. Bevilacqua, John P and Dario E. Bevilacqua
Brian Park, Park & Park Inc.
Dennis Tatum, Office of Traffic Safety
Sharon Alcamo, Driver's License Div., Dept. of Motor
Vehicles
John Borda, Office of Traffic Safety
Robert F. Guinn, Nevada Motor Transport Association

S.B. 246 EXEMPTS MOVERS OF HOUSES AND OTHER BUILDINGS FROM
PROVISION OF NRS APPLICABLE TO MOTOR CARRIERS.

Mr. Heber Hardy, Chairman of the Public Service Commission, spoke in favor of S.B. 246. He said this bill was requested by a person who could not get a house moved when he requested it since the housemovers were too busy and there were not many from which to choose. Mr. Hardy said he spoke to the director of the Department of Transportation who indicated to him that the Public Service Commission should not be required to hold authority on housemovers since they are licensed by the State Contractors Board hence there is already some degree of control. He said since he feels the housemovers do not need to be governed by more than one State agency and they are already licensed under the State Contractors Board, they should be deregulated from the Public Service Commission.

Senator Faiss asked Mr. Hardy if the housemover's license was handled like any other license since it was a restricted license and people have to prove they are qualified to move houses before they could be licensed. Mr. Hardy did not know precisely what the State Contractors Board's requirements were to issue a license.

Mr. Daryl Capurro, Nevada Motor Transport Association, introduced housemovers Dario and Romolo Bevilacqua and Brian Park. He then read a letter from William W. Park, Park & Park Inc., who could not be present (see Exhibit A). He then asked Mr. Bevilacqua to speak.

Mr. Dario Bevilacqua spoke in opposition to S.B. 246. He spoke on different classifications of housemoving, such as moving, wrecking and demolition. Mr. Bevilacqua went on to say that the State Contractors Board cannot regulate the actual housemoving.

Senator Ashworth asked if it was the Public Service Commission's responsibility to check the licenses of out-of-state housemovers. Mr. Bevilacqua answered that it is but they are not watching very closely.

Senator Hernstadt asked Mr. Bevilacqua if when the Public Service Commission licensed housemovers in the State did they give any type of examination to make sure that the housemover is competent. He answered no. Senator Blakemore said the Public Service Commission does not have the capability to examine, require the examination or the data that the State Contractors Board does.

Senator Hernstadt asked if all housemovers have to be licensed by the State Contractors Board. Mr. Bevilacqua answered that they all have to be in order to operate in the State of Nevada.

Senator Faiss asked if licensing in California was handled differently, did it include an inspection. Mr. Bevilacqua replied that before a house is moved in California, the Public Utility Commission sends an inspector to the house to approve the move. He said California works with the Public Utility Commission and the Highway Department.

Brian Park, Park & Park Inc., spoke in opposition to S.B. 246. He spoke of a particular case in Carson City where he could not move a house as soon as the owner wanted to have it moved. He said the owner called someone in from out-of-state to move the house and the mover was not qualified or licensed in this State to do so. During the move, the house was damaged and this is what brought this bill into the Legislature in the first place.

Senator Hernstadt asked Mr. Park what the reference to an investment in the letter (Exhibit A) meant. Mr. Park said that when he and his brothers first went into business the Public Service Commission contacted them and ordered them to cease all work until they had trucking rights to be on the highways. Since there would have been quite a wait to obtain trucking rights, they bought some grandfather rights from the estate of another mover that had died. They paid \$15,000 for that certificate. Mr. Park stated that the Public Service Commission checks to be sure movers have insurance and a bond as well as their license.

Mr. Heber Hardy said the Public Service Commission determines the financial fitness and the ability to provide transportation services but they do not have anything to do with any other part of moving a house. Senator Blakemore asked Mr. Hardy how long it would take to get a license for housemoving. Mr. Hardy replied it would probably take about six months.

Chairman Blakemore closed the hearing on S.B. 246.

S.B. 247 PROVIDES FOR RESTRICTED DRIVER'S LICENSE FOR OPERATION OF MOPEDS BY CERTAIN MINORS.

Mr. John Borda, Director of the Office of Traffic Safety, spoke in opposition to S.B. 247. He said the feeling in his office is that 14 and 15 is a little young and 16 is a better age for operating mopeds. He said that mopeds have motors that are capable of going 25 or 30 miles per hour but since they do not have very much acceleration a person could possibly rely on one too much to get them out of a tight spot.

Senator Blakemore asked what is a moped. Mr. Borda replied it is a motorized bicycle that can be pedaled or driven by motor. He said mopeds are considered a motorized vehicle that do not have to be registered but a driver's license is necessary at age 16 to operate them. Moped riders are not requested to wear helmets.

Ms. Sharon Alcamo, Driver's License Division of the Department of Motor Vehicles, was not certain what was meant by the term "restricted." She asked if that meant the age limit being dropped or if it meant a restricted license for 14 and 15 year olds to drive to and from school. She said the school districts do not feel 14 and 15 year olds are responsible enough to be driving a motor vehicle. She also said there is no problem procedurally in administration of this bill.

Chairman Blakemore closed the hearing on S.B. 247 until proponents of the bill could be contacted.

A.B. 280 CLARIFIES PROVISION REQUIRING RESPONSIBLE PERSON'S SIGNATURE ON MINOR'S APPLICATION FOR DRIVER'S LICENSE.

Ms. Sharon Alcamo, Driver's License Division of the Department of Motor Vehicles, spoke in favor of A.B. 280. She stated that as the law is presently written, but she did not feel that was really the intent, if a child is living in someone else's custody other than his living parents, the parent's signature must be obtained for a driver's license. She said it states in the law that if the parents are not living there are many other options for signatures. She felt if this bill were passed it would resolve problems for the Department of Motor Vehicles.

Senator Ashworth stated that there are young people in the position where they have to have someone sign for their driver's license and they cannot be employed for any period of time without permission of the juvenile court services.

Senator McCorkle asked what is the liability involved if you sign as an employer or a responsible person for these people. Ms. Alcamo said that the person signing would be responsible

for any damages caused through negligence or any willful misconduct. She said a phrase stating this is printed on the driver's license application and must be read by the responsible person before signing the application.

Senator Blakemore wanted to know if a new paragraph could be added that would state "(d) or a guardian appointed by the court." Senator Ashworth asked if "employer" could be omitted and "guardian appointed by the court" be inserted. Senator Neal read NRS 483.300 aloud after which Senator Ashworth asked why the bill was needed at all. Ms. Alcamo said the only reason for the bill was to take care of the phrase "if the parents are living."

Senator Hernstadt asked what would be done if parents should lie about their child's age on the application for a driver's license. Ms. Alcamo replied that legal action would take place.

Chairman Blakemore closed the hearing on A.B. 280.

A.B. 42 PROHIBITS PASSENGERS IN BOATS TOWED ON PUBLIC HIGHWAYS.

Assemblyman John Jeffrey spoke on A.B. 42. He said this bill was requested by a park ranger in Boulder City. He stated there is always danger of a boat trailer breaking loose from the towing automobile. Senator Blakemore asked Mr. Jeffrey if there have been any serious accidents. Assemblyman Jeffrey replied that there have been some accidents but he did not know how serious they were. He implied this bill was mostly for preventive measures.

Senator Ashworth stated he felt this was unnecessary legislation.

Chairman Blakemore closed the hearing on A.B. 42.

Committee action was taken as per the following:

Chairman Blakemore read a resolution that was sent to him from Oklahoma as Chairman of the Senate Transportation Committee that was passed and was in reference to the 55 mile per hour speed limit. Senator Ashworth said the resolution was the big topic of conversation in Denver. He said it was the recommendation that the western states try to get resolutions passed to assist U.S. Senator Hayakawa from California in repealing this law and returning the power of setting speed limits to the states.

Senator Hernstadt suggested two amendments to his S.J.R. 11. One would be the reference of the value of a person's time as not being considered in the equation. The second one was the concept that at such time as the international supply of oil is more assured is when the 55 mile an hour speed limit could be considered.

Senator Ashworth moved that Senator Hernstadt be asked to amend his resolution.

Seconded by Senator McCorkle.

Motion carried.

S.B. 246 Senator Ashworth moved that S.B. 246 be Indefinitely Postponed.

Seconded by Senator Neal.

Motion carried.

Senators Hernstadt and McCorkle voted no.

A.B. 280 Senator McCorkle moved that A.B. 280 be amended and "Do Pass."

Seconded by Senator Hernstadt.

Motion carried.

Senators Jacobsen and Ashworth voted no.

S.B. 200 There was discussion on S.B. 200 that had been re-referred to the Committee. After discussing the language it was decided it could not be improved.

Senator Jacobsen moved that S.B. 200 be Indefinitely Postponed.

Seconded by Senator Ashworth.

Senator Neal absent.

The vote tied.

Senator Blakemore suggested that sections 3 and 4 be dropped. An amendment was suggested but was objected to by Senator Ashworth.

Senator Ashworth moved that S.B. 200 be Indefinitely Postponed.

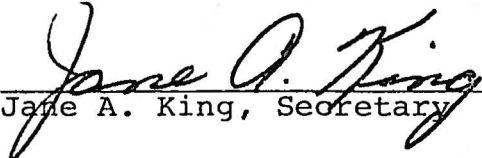
Seconded by Senator Jacobsen.

Motion carried.

Senator McCorkle voted no.

There being no further business, the meeting was adjourned at 3:37 p.m.

Respectfully submitted,


Jane A. King, Secretary

APPROVED:


Richard E. Blakemore, Chairman

March 1, 1979

To: Committee on Transportation

RE: S.B. 246

Dear Sirs:

In regard to the above-captioned bill, I am against deregulation of the housemovers in the State for the following reasons:

1. It would allow unqualified people to engage in housemoving.
2. It would allow anybody with a truck to create a problem on the highways.
3. It would allow people with no stake in the State to make an unwarranted profit.

I am for regulation for housemovers because it has worked in the past to insure the people with qualified service.

One question comes to mind and that is if the industry is deregulated, who is going to pay us for the cost of our certificate.

Sincerely,

William W. Park
Park and Park Inc.
Housemovers